

Building a
Strong Alliance

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ALL HANDS

MAGAZINE OF THE

NAVY

JULY 2002

Life on Deck





[On the Front Cover]

Heave ho... the job of deck Sailors aboard **USS Yorktown** is tough, but rewarding all the same.

[Next Month]

All Hands looks at harbor defense, destroyer duty, and the office of the Master Chief Petty Officer of the Navy.

28 Building a Strong Alliance

To demonstrate NATO's ability to handle two simultaneous crises in separate geographical regions, **Exercise Strong Resolve 2002**, one of the largest NATO exercises in the last decade, brought together more than 33,000 military personnel from 26 NATO and Partnership for Peace (PFP) nations.

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Photo by JO1 Preston Keras

14 Life on Deck

According to **Boatswain's Mate 2nd Class Marlon Huff**, assistant deck leading petty officer aboard **USS Yorktown (CG 48)**, "This isn't an easy job. You just have to expect to work." The bottom line is that the deck department is arguably the hardest working group of Sailors aboard any ship.

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34 Five Sides of Terror

Sept. 11, 2001 — Pentagon Sailors found out first-hand what their shipmates on **USS Cole (DDG 67)** went through nearly a year before: a shocking, unexpected, vicious terrorist attack. In the aftermath of both attacks, some Sailors struggled to escape while others helped their shipmates do the same. Many stories have surfaced from actions that day and shortly thereafter. Here are five from inside our nation's defense headquarters.



Photo by JO1 Joseph Gunder



Photo by PH1 Tina M. Ackerman

Racing Streak

Photo by JO1 Preston Keres

Liberty Speedway Manager **QM1 Dennis Coolidge** races around the go-kart track at **Naval Air Station Fallon**, Nev. The track is one of the many activities the base offers for Sailors both permanently and temporarily assigned to the area.



Fire in the Hole

Photo by PHC Johnny Bivera

A Joint Explosive Ordnance Disposal team prepares charges to blow up stockpiled bombs left behind by fleeing al Qaeda troops at the Kandahar International Airport in Afghanistan. U.S. and coalition force personnel are in Afghanistan supporting *Operation Enduring Freedom*.

Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SS/AW) Terry D. Scott

Making the Grade: Sailors Gear Up for the Advancement Exams

September is almost here again, and you know what that means. It's time for Sailors in grades E-3 through E-5 to take advancement exams to compete for their next pay grade.

While there's no magical formula that will guarantee you will advance, the best advice to put you in position for that next promotion is to study! Now is not too soon for you to be hitting your rate training manuals on a daily basis.

Also take time to review materials noted in your rating's advancement bibliography. If studying alone is difficult for you, consider joining or even starting a study group with some of your peers.

Advancement opportunities remain strong despite tremendous improvements in retention and reductions in attrition. The CNO and Navy leadership's commitment to increasing the number of

Sailors in the "Top Six" enlisted pay grades (E-4 through E-9) is helping ensure the most competitive Sailors advance.

The CNO's goal is to have 75.5 percent of the enlisted force occupy the Top Six pay grades by FY07

because this provides essential leadership and technical skills to the fleet. As of the March 2002 exam cycle, the Navy is at 72.5 percent. Despite seeing a reduction in promotion opportunity this past exam cycle, Top Six will keep promotion opportunity strong in the long term because the Navy is still in the process of increasing the number of

Sailors in the senior pay grades.

Today's Sailor has a much better opportunity than they had in the 90s. Better opportunity hasn't just happened by chance — it is the direct result of a strategy and commitment to fund our manpower, which is CNO's top priority.

The last cycle promoted more than 24,000 Sailors to their next pay grade. Continue to push yourselves and your shipmates! With promotion numbers still looking good, it's up to you to be among those who add another chevron this fall! ☞

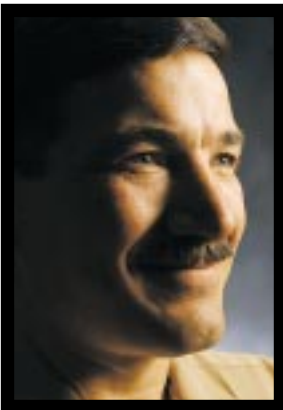


Photo by JO1 Preston Keres

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

All Hands

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All Hands

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Editor,

I wanted to let you know that I was deeply impressed by the article written by **JOCS(AW) Dave Desilets** "Embracing the Vietnam Veteran" in the May issue of All Hands. I come from an Army family, but I enjoy news from all branches of the service. I feel that the article was correct and to the point.

My Uncle was part of Recon for the Marine Corps and my own father served two tours in Vietnam for the Army. My father felt that returning soldiers were looked upon as baby killers and murderers and those that did not stay in the service more than likely became homeless, broken men unable to cope. (Not all,



and women that are currently serving, have served, and those that have lost their lives in service for their country. I do apologize for being long winded, and I will look forward to reading your magazine in the future.

Jeannette Margarita Ahorrio
Orlando Recruiting Company
(U.S. Army) Orlando, Fla.

but the majority).

I am inspired to return to the service once I finish college, and I hope that we can continue to show our patriotism for our country for the men

Mail Call

Letters to the *All Hands* Editor

Editor's Note: If you have a Letter to the Editor, e-mail it to allhands@mediacen.navy.mil. Please write Letter to the Editor on the subject line. Letters can also be mailed to:

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OOPS

The Front Cover text in *All Hands*, June 2002 should have read: AB2 Johnny Harris and ABAN Valerie Rourke worked many busy nights in the hangar bay of **USS George Washington (CVN 73)** during their last underway period while preparing for the ship's current deployment. **USS George Washington (CVN 73)** is currently deployed to **Operation Enduring Freedom**.



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Detailers Take Project SAIL Coast to Coast

During recent visits to the soon-to-be-decommissioned destroyers, *USS Fife* (DD 991), *USS Nicholson* (DD 982) and *USS Peterson* (DD 969), Navy Personnel Command (NPC) detailers demonstrated that Sailor Advocacy is more than just an idea, it is a concept that works for everybody.

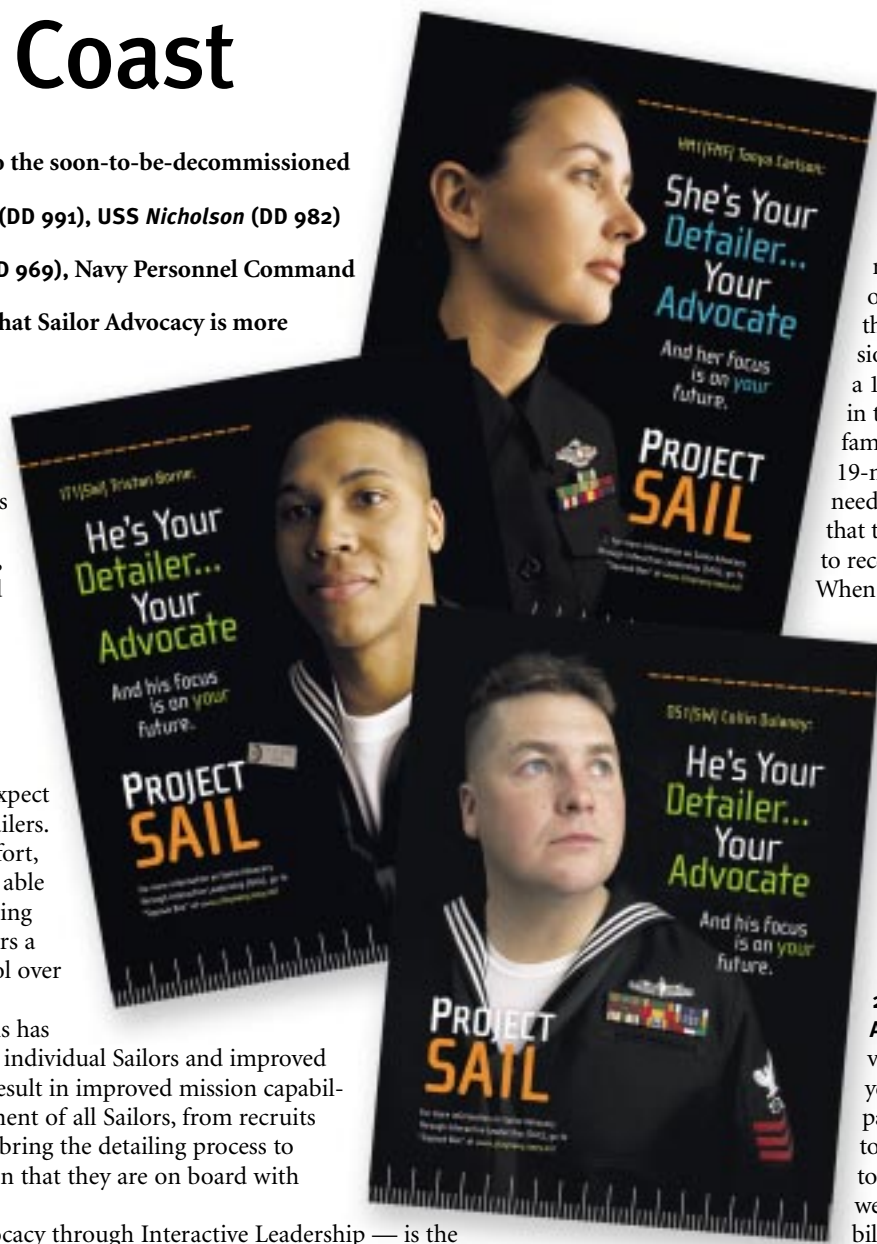
Within a single week, detailers conducted conferences in the destroyers' homeports of Everett, Wash., and Norfolk, that enabled Sailors to make informed life-altering decisions. On each ship, the retention team's role in the newly unveiled team-detailing concept was to provide the crew with necessary information regarding what to expect when negotiating with NPC detailers. As a result of the overall team effort, about 900 destroyer Sailors were able to secure a set of orders, reinforcing NPC's commitment to give Sailors a stronger voice and greater control over their career decisions.

The Chief of Naval Operations has made a commitment to focus on individual Sailors and improved personnel readiness, which will result in improved mission capability and the growth and development of all Sailors, from recruits to master chiefs. NPC's effort to bring the detailing process to the deck plates is a demonstration that they are on board with the CNO's vision.

"Project SAIL" — Sailor Advocacy through Interactive Leadership — is the name adopted by Navy leadership for several programs focused on supporting the CNO's pledge.

The results of NPC's efforts show that the team effort has made a difference. *Fife's* Command Master Chief **Herb Gregory** said, "Efforts by the detailers saved approximately 20 *Fife* Sailors who might otherwise have chosen to separate from the Navy." He called it his "most positive detailing experience" in almost 30 years in the Navy.

Two of the "saved" Sailors are reflective of today's Navy, in that they bring family issues to the detailing equation.



Postal Clerk 2nd Class (SW) Michael Johnson was faced with refusing orders overseas and making the unwelcome decision of having to end a 10-year Navy career in the interest of his family. His wife and 19-month-old daughter need medical treatment that they aren't able to receive overseas.

When the NPC/*Fife* team learned of his dilemma, they made him aware of the Exceptional Family Member program, got his wife and daughter enrolled, and gave him a new set of orders to the Everett area.

Sonar Technician 2nd Class (SW) Andrea Simpson is a veteran of three years and a single parent, being detailed to a follow-on sea tour. NPC detailers were able to find her a billet in Norfolk where she has family members who can take care of her 3-year-old daughter while she is underway. According to Simpson, being one of only a "few" *Fife* Sailors able to move coast to coast "means a lot to me."

An important part of Project SAIL team detailing involves the assignment by NPC of command teaming coordinators (CTC) to every Navy unit in order to facilitate the detailing process. CTCs are experienced NPC personnel who serve as single points of contact between each command's retention team and NPC. A 13-month roller spreadsheet has been developed to enhance the team detailing process. The spreadsheet will contain the results of the command's career development board and will display Sailor's preferences. Engineered into the Job Advertising and Selection System (JASS), the spreadsheet allows for the comprehensive exchange of information early in the detailing process (see NAVADMIN 13/02).

For more information about officer and enlisted assignments, go to www.persnet.navy.mil/pers4. Information about how Project SAIL can help you is available on the Squawk Box at www.staynavy.navy.mil.

Story by Mike McLellan, Navy Personnel Command Public Affairs

Task Force EXCEL Announces New Rating Pilots

The Navy's Revolution in Training is haze gray and underway, steaming into a port, bringing you the tools and opportunities to excel. The fleet, working hand in hand with Task Force for Excellence through Commitment to Education and Learning (EXCEL), is developing professional continuums for 17 ratings, with another 17 on the launching pad.

"The train has left the station," said Task Force EXCEL

Director RADM Harry Ulrich. "The revolution is happening, change is occurring as we speak."

Following on the success of the information technology specialist (IT) continuum, these professional development efforts will integrate relevant industry-related credentials and appropriate college-level credits, giving Sailors the best possible opportunities for success. Already, several pilots in the information technology and damage control fields, as well as those in the mess management specialist rating are giving Sailors industry certifications that make them competitive.

The continuums, which act as roadmaps for Sailors' careers by identifying all training and education opportunities, are part of the revolution's Sailor Continuum. A five-vectored model, the Sailor Continuum incorporates five areas of concentration — professional development; personal development; qualifications and certifications; leadership; and performance — to create an environment of holistic Sailor development.

"Developing these continuums is the foundation for ensuring our Sailors are provided with not only the best educational opportunities, but the means to earn college degrees and certifications that put them on par with their industry counterparts," said Ulrich.

Working groups are currently being established for the ratings recently identified. These working groups will be tasked with the actual design, testing and implementation strategies for each continuum.

Rating continuums under development include: AG, BM, DC, EN, EM, GSE, GSM, HT, IC, IT, MM, MR, MS, QM, SH, SM, STG.

Shipmates



Mess Management Specialist 1st Class (SW) William Carabello

of Naval Station Roosevelt Roads, Puerto Rico, was recently named Navy Region Southeast's Sailor of the Year. During his tour as officer-in-charge of Camp Garcia on the island of Vieques, Carabello oversaw the construction of a new galley, installed new MWR facilities and expanded the camp's water storage facility.

Rating continuums in their initial phases include:

AD, AM, AS, AW, AZ, CE, CM, CTA, CTI, CTM, CTO, CTR, CTT, ET(SUB), MN.

For more information on the Revolution in Training, and to view the mess management specialist continuum, the first one to be developed, log on to www.excel.navy.mil.

Story by JOz Jd Walter, Task Force EXCEL Public Affairs

FY02 Selective Reenlistment Bonus Program Update

With Sailors choosing to "Stay Navy" at record levels, Navy leadership has taken a hard look at Selective Reenlistment Bonuses (SRBs). SRB requests have been prioritized to provide bonuses to Sailors at a critical point in their careers and those who are forward deployed, serving in combat zones.

SRBs have contributed to the outstanding retention rate. For those Sailors with less than six years of service, Zone A, the

retention rate is at 65.8 percent, nearly 9 percentage points above the Navy's goal. Retention rates for all zones are well above Navy goals.

"The Navy values the service of every Sailor who decides to stay Navy. The reenlistment numbers have been truly impressive, reflecting a sense of mission and leadership involvement throughout the fleet," said Chief of Naval Personnel VADM **Norb Ryan Jr.**

With more than 15,000 Sailors receiving SRBs, this year's \$186 million budget for SRBs has been expended at a higher rate than expected, making it necessary to adjust how SRBs are awarded.

Helping Navy leadership shape manning in critical skill areas, SRBs are a financial incentive for these Sailors to reenlist.

After the SRB program revised rates in March, approximately 4,800 Sailors applied for SRBs during the transition period in April and early May, making this one of the largest SRB months ever.

"The SRB take-rate has been super. To ensure we have enough money to sustain the program through the remainder of the fiscal year, we've had to

Around the Fleet

take the step of prioritizing who receives SRBs through September," said Ryan.

Priority consideration for remaining SRB requests will be given in the following order:

- Sailors who will pass through the SRB zone of eligibility before the end of FY02.

- Sailors who are under orders to obligate service and orders must be executed in FY02.

- Sailors whose end of active obligated service (EAOS) is in FY02 with no extension time remaining on contract (reached 48-month maximum extension time).

- Sailors with requests to reenlist and are departing a tax-free zone in FY02.
- Sailors with an inoperative extension with an EAOS in FY02.

- All other Sailors requesting SRB reenlistment.

Those Sailors whose FY02 reenlistment requests cannot be supported based on these priorities will automatically be given an extension and a reenlistment

date in the first 45 days of FY03.

The intent is to approve eligible SRB reenlistment requests for September 2002 or the first 45 days of FY03 at an amount not less than Sailors would have received if they had reenlisted at EAOS in FY02.

For more information on SRB prioritization, see NAVADMIN 141/02 and your command career counselor. For current SRB award levels, see NAVADMIN 097/02. Both messages are available on the Web at www.bupers.navy.mil.

Story by Chief of Naval Personnel public affairs staff

Naval Fires Network: The Transformation of Naval Warfare

When *USS Abraham Lincoln's (CVN 72)* Battle Group deploys this summer, it will bring along a warfare system that's been called the most transformational effort in the Navy - the Naval Fires Network (NFN). NFN is a network-centric

warfare system that provides real-time intelligence correlation; sensor control; target generation; mission planning; and battle damage assessment capabilities, while also enabling real-time engagement of time-critical targets. This capability will allow ships in a battle group to share real-time targeting and intelligence data with each other, as well as with other war-fighting assets in a joint or coalition task force.

Naval Sea Systems

Command (NAVSEA) and the Program Executive Office for Theater Surface Combatants in Washington, D.C., are responsible for NFN development and deployment to the fleet.

According to *Lincoln's* battle group commander, NFN will help deploying forces get the most out of current investments in command and control capabilities.

"We know to begin with how to package information products for strike missions," said **RADM John Kelly**, in a May



San Diego, Calif., Sept. 12, 2001 — A Sailor aboard *USS Coronado (AGF 11)*, command ship for U.S. 3rd Fleet, keeps a vigilant watch near the entrance of San Diego Harbor.

Photo by JOT Palmer Pinckney

9 story in Defense Daily. "NFN allows us to do that packaging more quickly and to produce higher quality products, enabling us to be more effective in putting ordnance on target than ever before."

Operations *Desert Storm* and *Allied Force* underscored a need for time-critical targeting against rapidly relocatable targets. Since the 1990s, this threat - including the potential delivery of weapons of mass destruction - has increased. To address this deficiency, the Commander in Chief, U.S. Atlantic Fleet identified the need for a network-centric capability to support joint, allied and coalition forces in the engagement of time critical targets.

An NFN prototype was tested aboard the 3rd Fleet flagship *USS Coronado (AGF 11)* in 2001, followed by a successful operational demonstration during *Fleet Battle Experiment India*, involving all four military services.

Based on these demonstrations, NFN was deployed aboard *USS John C. Stennis (CVN 74)* with congressional funding in the FY01 Supplemental Appropriations Act. Following the events of Sept. 11, 2001, additional funding was provided in the Emergency Supplemental Appropriations Act to enable follow-on fielding on NFN capability. In response to Emergency Supplemental tasking, NFN has also been installed, and is now operational, at U.S. 5th Fleet Headquarters, supporting *Operation Enduring Freedom*.

Future plans call for NFN installations aboard the 7th Fleet flagship *USS Blue Ridge (LCC 19)*, *USS Belleau Wood (LHA 3)*, *USS Essex (LHD 2)*, *USS Constellation (CV 64)*, *USS Kitty Hawk (CV 63)* and *USS Tarawa (LHA 1)*, with further installs planned for surface combatants, submarines and surveillance aircraft.

"NFN is the most transfor-

mational effort taking place in the Navy today," said **VADM Pete Nanos**, NAVSEA commander.

"It will bring unprecedented war-fighting capabilities to our naval forces."

More information about the Naval Sea Systems Command can be found at www.navsea.navy.mil.

Story by JOC David Nagle, Naval Sea Systems Command Public Affairs

Cheney to New Officers: United States Will Not Live at Mercy of Terror

During this year's Commissioning Day ceremonies at the U.S. Naval Academy Vice President Dick Cheney said the United States "will not allow" terrorists to threaten the civilized world. "Deliverable weapons of mass destruction in the hands of terrorists would expose this nation and the civilized world to the worst of wars, and we will not allow it. We will not live at the mercy of terrorists or terror regimes."

Cheney told the class of 2002 in Annapolis, Md., that the United States would depend on them to help lead the nation in the first war of the 21st century.

He told the 965 new Navy and Marine Corps officers that the war against global terror will take years. "The terrorists who struck America are ruthless, they are resourceful, and they hide in many countries," Cheney said. "They came into our country to murder thousands of innocent,

Time Capsule

This month, we look back in the *All Hands* archive to see what was going on in the month of July:

26 Years Ago - 1976

All Hands magazine featured **Chief of Naval Operations, ADM James L. Holloway III**, speaking at an all hands call as he began his third year in office. This issue presented some of the CNO's views of the challenges the Navy faces ahead, some of those being manning issues and the threat of the Soviet naval build-up. We saw

an artist's renderings of some of the new hardware on the Navy's horizon: an *Oliver Hazard Perry*-class frigate, the *F-18 Hornet*, and a VSTOL (vertical, short take-off and landing) carrier. We also read an article about how George Washington almost became a midshipman in England's Royal Navy in his early years (his mother wouldn't let him). To view this issue on the Web go to www.news.navy.mil/media/allhands/acrobat/ah197607.pdf



21 Years Ago - 1981

For this issue, we went to Kings Bay, Ga., to get a look at construction of the new submarine base there. We published some advice about how to use a VA home loan. We also went aboard *USS Charleston (LKA 113)* during a port visit to New Orleans to help celebrate Mardi Gras, and we

highlighted *USS Dixie (AD 14)*, then the oldest ship in the fleet (a distinction now held by *USS Kitty Hawk (CV 63)*). As such, *Dixie* was allowed to fly a copy of the first Navy Jack (the Revolutionary war-era "Don't Tread On Me" flag). To view this issue on the Web go to www.news.navy.mil/media/allhands/acrobat/ah198107.pdf



Six Years Ago - 1996

All Hands showed Sailors how to attain their education goals. We also went back to boot camp to look at recruit division commanders and their charges. We turned up the heat at **Naval Air Station Miramar, Calif.**, where local federal and civilian firefighters initiated "controlled burns"

of dried underbrush to prevent uncontrolled summer brush fires. Lastly, we showed readers how to keep their cars maintained and rolling through the summer months. To view this issue on the Web go to www.news.navy.mil/media/allhands/acrobat/ah199607.pdf



Ricky's Tour

By J02 Mike Jones

mikejones43@hotmail.com



unsuspecting men, women and children — including 14 graduates of this Academy.

“There is no doubt they wish to strike again and are working to acquire the deadliest of all weapons.”

Cheney said this new type of war has accelerated military changes already being contemplated. He mentioned President Bush’s wish to redefine war on American terms. “That means that our armed services must have every tool to answer any threat that forms against us,” he said. “It means that any enemy conspiring to harm America or our friends must face swift, certain and devastating response.”

Cheney wished the graduates Godspeed and told them that as they begin their naval service, “you can be certain that wherever you are sent, you will have from your Commander in Chief consistent orders, clear direction and every possible ounce of support required for the missions ahead.”

For more information on America’s war against terrorism, go to www.defendamerica.mil.

Story by Jim Garamone, American Forces Press Service

CNO Emphasizes Importance of Message Alignment

Telling the story straight is key to overcoming message mismatch, Chief of Naval Operations ADM Vern Clark said during the recent 2002 Worldwide Navy Public Affairs Symposium.

“There isn’t any organization in the world with more than 20 people who work there, that doesn’t have a message mis-



Washington, D.C., Apr. 24, 2002 — Chief of Naval Operations Admiral Vern Clark and Master Chief Petty Officer of the Navy Terry D. Scott stand among the CNO/MCPON Senior Enlisted Advisory Panel at their Spring 2002 forum. MCPON Scott assumed leadership of the panel upon taking office April 22. The CNO/MCPON Senior Enlisted Advisory Panel consists of the Navy’s 42 Fleet, Force and CNO-Directed Command Master Chiefs. Collectively, they represent every enlisted Sailor in the Navy, and serve as advisors to the CNO and MCPON.

match problem,” said Clark. “If you want to be an effective corporate structure that is going to be able to accomplish the mission and get the job done, you have to have people working this issue.”

Clark also stressed the importance of organizational self-talk at every level of the chain of command, from the Pentagon to the deckplates.

“We become what we say about ourselves,” Clark said, adding that even more than the Navy’s record-breaking retention, what he likes best about his first 22 months in office is the renewed focus on service.

“I like the tone. I like the fact that people are talking about service,” the CNO said. “Here’s what I tell the COs.

“Do you feel like your job is

tough? Do you feel like the weight of the world is on your shoulders? Do you feel like you’ve been given an incredible amount of responsibility and you don’t know if you can get it all done? Do you feel like you’re being held personally accountable for the output of your command? Well, if you do, you’ve got it about right.”

“That’s the story. That’s who we are. We are not shying away from it, and our people are not shying away from it.”

Clark closed by challenging the public affairs community to help carry that story and others like it to both internal and external audiences.

“None of this works if people do not feel a sense of purpose and a sense of meaning in their lives. Sometimes leaders

have to tell them what the institution stands for. We need to get together collectively as often as required to make sure that those of you who have been given the task and the responsibility to take this message to our institution, get it right.

“Thank you for what you are doing. You could not be serving at a more important time in the life of this institution.”

For more on the CNO, go to www.chinfo.navy.mil/navpalib/cno.

Story by JOC Walter T. Ham IV, Chief of Naval Operations Public Affairs

Military, Spouses, Have New Program to Find Jobs in Hampton Roads Area

Each year, between 15,000 and 25,000 military personnel in Hampton Roads leave military service. To encourage these individuals to transition into the Hampton Roads work force, Opportunity, Inc., Hampton Roads’ Workforce Development Network, is introducing a new program called NEXStep Training for Transition; which links exiting military personnel and displaced military spouses with free career counseling and training.

As part of this program, Opportunity, Inc., has partnered with the Hampton Roads Chamber of Commerce to develop a program called “TekJobs” that posts technology job openings on a Web Site and assists eligible individuals in finding technology-related jobs in the region.

Both programs are also being made available to eligible individuals on the Hampton Roads peninsula through a collaborative arrangement with the Greater Peninsula Workforce Development Consortium and its Peninsula Worklink partnering agencies.

“Hampton Roads is home to families from every branch of the military,” said E. Roy Budd, president and CEO of Opportunity, Inc. “Now, with the introduction of the NEXStep program, we can help eligible individuals obtain the skills necessary to be successful in the civilian workforce. This not only empowers the individual, it strengthens our regional workforce.”

NEXStep augments the military’s transition assistance programs by providing free career

counseling and training resources. Together with TekJobs, it provides eligible personnel with career training and helps them find jobs with Hampton Roads businesses.

To be eligible for NEXStep services, applicants must be a:

- Military person who has been involuntarily, but honorably, discharged.
- Federal employee who has received RIF (reduction in force) notification.
- Military spouse who left a job because of a military move.

- Reservist or National Guard member who has been activated due to the attacks on September 11, 2001, and has concurrently served 180 days of active-duty service.

“We are working with Opportunity, Inc., to ensure that eligible personnel are made aware of and take full advantage



Shipmates

Air Traffic Controller 1st Class (AW) Maria Humphrey

of Naval Station Rota, Spain, was recently selected as Sailor of the Year for Commander in Chief U.S. Naval Forces, Europe. As flight planning branch chief for the Air Operations Department, Humphrey was responsible for the safe and orderly flow of more than 41,500 flight operations while ensuring operational readiness of flight planning equipment and approximately 200 aviation publications and charts. As the departmental Spanish linguist, she translated more than 50 aviation documents that were key to flight safety.



of the NEXStep program,” said RADM David Architzel, Commander, Navy Region, Mid-Atlantic. “We recognize the importance of helping quality Sailors who have served well and decided not to make the Navy a career. This type of service helps make a smooth transition for those leaving the military and offers a way for

the Navy to give back to the local community.”

Since many military personnel have technical backgrounds, Opportunity, Inc., developed the TekJobs program as a way to leverage their expertise and to grow the region’s technology work force. Currently, there are approximately 55,000 people employed in technology-

Around the Fleet

related jobs in Hampton Roads, representing eight percent of employed people in the region.

"Technology plays an important role in today's work environment," said John A.

Hornbeck Jr., president and CEO of the Hampton Roads Chamber of Commerce. "When we refer to technology jobs, we're referring to any job that utilizes information and automated technology to perform its primary function."

The TekJobs program will include listings of available technology-related jobs in

To LSRB, or not to LSRB — That is the Question

The newly implemented Location Selective Reenlistment Bonus (LSRB) pilot program offers Sailors more money in their pockets.

The command career counselor of **USS Abraham Lincoln (CVN 72)**, Chief Navy Counselor **Mary Decker**, said the program was designed as an incentive

their rate, don't receive bonuses when they reenlist."

Personnelman 1st Class Merilyn Reed, otherwise not eligible for a reenlistment bonus, is one of the first Sailors on board to reenlist under the new program. She received \$10,000 for signing orders to RTC Great Lakes.

"For those Sailors whose rates, like mine, do not offer an SRB, they now have an opportunity to qualify for one depending on the location they select," said Reed.

The program had not yet been implemented when Reed initially chose her new duty station, so the bonus did not have an influence on her decision to transfer to Great Lakes.

But one month prior to her reenlistment ceremony, the LSRB information was released Navywide, listing Reed's choice as one of the few locations where Sailors are needed to fill billets. After hearing about the program, Reed contacted her detailer to find out if she was eligible.

"Since I was still within the nine-month window of my projected rotation date (PRD), and I hadn't signed my papers yet, I was still able to get the bonus," said Reed. "I guess I just got lucky."

Sailors reenlisting under the LSRB program, who are also eligible for a rate-specific SRB, will be granted both.

Here's an example: Sailor A approaches his PRD and begins negotiating for orders with his detailer. Sailor A is informed that there is an open billet for his rate that offers an LSRB. Already eligible for an SRB in association with his rate, Sailor A can also apply for the billet offering the LSRB.

However, not all Sailors transferring to duty stations in those specific locations that hold open billets for an LSRB will automatically be granted the bonus.

For additional guidance on LSRB refer to NAVADMIN 032/02 at www.bupers.navy.mil/navadmin/navo2/navo2032.txt. Contact the SRB execution help desk at DSN 882-2526 or (901) 874-2526, or fax to DSN 882-2623 or (901) 874-2623. E-mail contact can be made at p811f@persnet.navy.mil, p811f2@persnet.navy.mil, or p811f4@persnet.navy.mil. ☞

Story by JO3 Barbara Silkwood, USS Abraham Lincoln Public Affairs

Wasp Sailors, Family Members Connect Across the Miles

A huge time difference and more than 5,000 miles couldn't keep **USS Wasp (LHD 1)** Sailors from visiting with their families while on a six-month deployment.

In conjunction with Armed Forces Week, the United Service Organizations and Chrysler Museum of Art sponsored video teleconferences (VTCs) for all deployed ships homeported in Norfolk. It took several weeks for the ship's family support group (FSG) to coordinate the VTC. The session amounted to a five-and-a-half hour connection between **Wasp** and Norfolk, and provided 32 Sailors an opportunity to spend 10 minutes apiece with their loved ones.

"An event like this doesn't get planned overnight," said **Wasp's** Command Master Chief (SW) **Delta Hinson**. "The credit goes to the family support group. Without their commitment to the **Wasp** family, 32 Sailors wouldn't have enjoyed the few special moments they received."

Aviation Boatswain's Mate



Photo by PHAM 3rd Class Renzo Amariz

MH-53E Sea Dragon helicopters from Helicopter Heavy Combat Support Squadron 4 (HC 4), NAS Sigonella, Sicily, lift from the deck of the amphibious assault ship **USS Wasp (LHD 1)** during **Exercise Dynamic Response '98** (DR '98).

(Handling) 3rd Class (AW)

Jermaine Noble was very anxious to speak with his wife Kim. During her husband's absence, she got involved with the ship's (FSG).

"I started thinking about the things I miss the most about my wife and son," said Noble, of Savannah, Ga. "They are the simple things, like the smell of my wife's perfume and the sound of my son J.J.'s laugh. The last cruise, my wife stayed with family back home. This cruise she decided to tough it out on her own with the assistance of the ship's FSG."

During Noble's conversation with his wife, he received good news about Kim's new job, and two-year-old J.J. drew him a picture.

"It was good to see his face and hear him giggle again," said Kim. "We were very fortunate to get the opportunity to connect. I've participated in several FSG activities since my husband left. I am even on the homecoming committee."

Hospitalman Johnny Evans has only seen pictures of his 6-month-old daughter, Jada, since February. His wife, Teresa, commented to her husband on how fast their child is growing.

"I am missing some important events in my child's life," said Evans, of Irving, Texas. "Getting a chance to see her, even for just a few moments meant the world to me."

A five-and-a-half hour video teleconference session for 32 Sailors costs about \$6,400. But thanks to the USO and Chrysler Museum of Art, **Wasp** Sailors won't be expecting a bill.

For more information about amphibious assault ships of the U.S. Navy, go to www.chinfo.navy.zmil/navpalib/zfactfile/ships/ship-lha.html. ☞

Story by JO1(SW) Crystal M. Raner, USS Wasp Public Affairs

"Remember the USS Cole" License Plate Realized

A father's dream finally came to fruition when Virginia Gov. Mark Warner signed a bill authorizing a **Cole** commemorative license plate at the **USS Cole Memorial** on Naval Station Norfolk near Iowa Point. Jon Clodfelter - father of **Hull Maintenance Technician 2nd Class Kenneth Eugene Clodfelter**, one of 17 Sailors killed Oct. 12, 2000, when a terrorists' bomb ripped a hole in **USS Cole** in the Yemeni port of Aden - joined Warner and others for the signing.

"I've always said there's no way I want these kids to be forgotten, or what the ship went through to be forgotten," said Clodfelter, a resident of Mechanicsville, Va.

Thirty-nine other **Cole (DDG 67)** Sailors were injured in the attack, and the ship would have been destroyed were it not for the efforts of its crew.

Clodfelter said his desire to honor the memory of his son and the rest of the **Cole** crew was born from something simple — a father's love.

Inspiring words from then-President Bill Clinton during the **Cole** memorial service in October 2000, and a touch of inspiration from his son Joe, quickly moved Clodfelter to action. In January 2001 Clodfelter and his wife Gloria began the journey that brought them to naval station — nearly 15 months after they began.

But, spearheading an effort to create a commemorative license plate with **Cole's** coat of arms and the words "Remember the **USS Cole**" emblazoned on it was no easy task. Clodfelter had to contend with numerous obstacles. Not only would he need the Navy's help on his mission, he found he needed Virginia politicians as well.

After getting permission to use the **Cole's** coat of arms from **RADM Christopher Cole**, then-commander of Navy Region Mid-Atlantic, Clodfelter worked with the Virginia General Assembly to pass a proclamation — House Joint Resolution No. 568 — which he presented to his delegate for Hanover County, Frank Hargrove, who sponsored the legislation for the license plate.

Having found a delegate willing to help move his legislation through, Clodfelter now had to get the public support to warrant the plate's production and distribution. To get the ball rolling, he would need at least 350 signatures of people promising to buy the \$25 plates - \$15 of which will go to a general welfare fund to help

Cole crew members - from the Virginia Department of Motor Vehicles. Clodfelter, set up a table at the Norfolk Navy Exchange and even the Pentagon in Washington, D.C., and easily surpassed his 350-signature goal. "Hopefully," said Clodfelter, "one day, the **Cole** will be able to play a small role in going after those who did this."



Shipmates



Air Traffic Controller 1st Class (AW/SW) David M. Kee

was recently selected as the Naval Air Station Kingsville, Texas, Senior Sailor of the Year. Kee managed the command's

physical fitness program, resulting in a pass rate of 80 percent among 300 personnel. He was also hand picked to brief student naval aviators and senior instructor pilots on air traffic control rules and procedures. Additionally, Kee was nominated as the 2002 Admiral Robert B. Pirie Air Traffic Controller of the Year for 2002.

Northern Virginia.

The NEXStep Training for Transition center is located at 7712 Hampton Boulevard, Norfolk. NEXStep representatives are also located at transition assistance centers at select local military bases.

To learn more about services and eligibility requirements, visit NEXStep Training for Transition sites at local military bases, or call (757) 440-4003 on the Southside, and (757) 865-5874 on the Peninsula. ☞

Special to the Navy News Service.

for Sailors to accept reenlistment orders to some of the more difficult locations to fill geographically.

"Historically speaking, there are some places that most Sailors won't chose to relocate to when they reenlist," said Decker.

In support of the new policy, Decker believes the program has more than one benefit. "It not only helps the Navy fill hard-to-fill locations, [but] it also gives Sailors an incentive to continue their careers in the Navy with more money in their pockets," she said. "Especially those Sailors who, based on

Around the Fleet

The one-year anniversary of the attack was marked with the dedication of the USS Cole Memorial near Iowa Point on the naval station. Several others followed, including memorials constructed on board the newly repaired **Cole**, which returned to Norfolk April 19.

In November 2001, Clodfelter presented the petitions with more than 3,000 signatures to the Virginia General Assembly in Richmond for consideration.

And May 7, after more than a year of steadfast dedication, Clodfelter stood by at the **USS Cole Memorial** as Warner signed two bills - one reestablishing a military advisory council, and the second, a cooperation between the Commonwealth of Virginia and the military that will meet on a regular basis.

1,600 people (who signed the petition) today would not be possible. "To the old crew (of **Cole**), I say, 'thank you.'"

USS Cole commemorative license plates for Virginia will be available later this year.

For more information on **USS Cole**, go to www.cole.navy.mil. 

Story by JO1(SW) Stefanie Sealy, writer for The Flagship, Norfolk

"The Price Is Right" for Two Boxer Sailors

"Come on down!" was the command of the day as 21 Sailors from **USS Boxer (LHD 4)**, recently transited north to CBS Television City in Burbank, Calif., to join

time specials to honor the Armed Forces during Military Appreciation Month.

"I have always held the Navy very close to my heart," said Bob Barker, host of the show, and former World War II naval aviator.

"This series of five shows is our way of showing just how much the U.S. military means to us here at the 'Price Is Right.'"

Each of the branches had their own show during the months of May and June, starting with the Navy, followed by the Coast Guard, Air Force, Army and finally, the Marine Corps.

The 207 Sailors who came to the taping filled out an initial registration card to be a contestant on the show. After lunch, "Price Is Right" producer Phil Richardson interviewed each potential and hopeful Sailor.

Once interviewed, Sailors were then allowed into the studio where they awaited the taping of the show.

As the show got underway, chosen contestants were told to "Come on down!" to "contestant row," where they had the opportunity to guess the price of certain items.

Playing by "Price Is Right" rules, whoever was closest to the actual retail price of an item without going over was then allowed on stage to play a game to try to win a bigger and better prize. This goes on for three rounds and then the three contestants go on to spin "the big wheel" for a chance to win \$100,000 and a spot in the "Showcase Showdown," bidding on "fabulous" prizes worth more than \$40,000.

With one round down and only three more names to be called to "Come on down!" the odds of one of **Boxer's** Sailors getting the call looked pretty slim.

"When I heard my name, my

wife screamed and I jumped to my feet in shock," said **ENS David Miller, Boxer's** assistant navigation officer. Miller made his way to contestant row and made a bid on a pair of watches, but didn't win.

Miller then had the chance to bid on another item; a pool table. He felt that everyone had over bid on the table. He placed a bid of only \$1. The actual retail price was \$2,485, making him the winner of the table, and giving him a shot at something bigger. As he made his way up to the stage, Miller started flapping his arms like a chicken.

"I told everyone in my shop that if I made it one stage, I would do the 'chicken dance' for all of them and for the entire crew of **Boxer**."

Miller was shown the game he would play, a game where you change numbers in a price for what you think the item costs. The item was a \$26,865 Pontiac Grand Am. Looking to his wife and the crowd for help, he changed the numbers and to his surprise, won the car.


"Being up there was like being in a movie, cameras were all over the place. When I woke up the next morning, I still couldn't believe it." Miller said that he was planing to buy his wife a new car soon and after he pays the sales tax on the car, he plans to give it to his wife.

With one member of **Boxer's** crew having been called up, and only one more name left, who would have thought that **Aviation Boatswain Mate (Fuels) 3rd Class Isaac Santiago** would be the last contestant called to participate on the show.

Bidding \$1,550 on a new bedroom set, Santiago got on stage to play the "Switcharoo" game, a game where you have to choose whether or not to switch the prices of two items.

The two items were a \$6,700 Skeedoo Jet Ski and a \$5,500 hot tub. Santiago switched the prices and won both items.

"Seeing how there was only one name left, I never thought I would be called," Santiago said. "It was great winning something on the show, but I think I'm going to sell my prizes to some of my good friends."

To learn more about **USS Boxer**, go to www.nvr.navy.mil/nvrships/details/LHD4.htm. 

Story by AO3 Robert Gervia, USS Boxer Public Affairs

Navy's Zero Tolerance Policy Making Great Strides

With the lowest drug usage rates in 21 years, the Navy is making great strides toward its goal of zero percent drug use among Sailors.

The cornerstone of the Navy's success with its zero tolerance drug abuse policy is an aggressive and random urinalysis program.

In the first seven months of fiscal year 2002 the Navy's drug positive rate was 0.62 percent compared to 0.77 percent during the same timeframe in FY01. There have been 43,000 more Sailors tested so far this year than last year, yet 499 fewer Sailors have tested positive.

"Despite the success to date, we must continue to press until the positive rate gets to and stays at 0.00 percent," said **Chief of Naval Personnel VADM Norb Ryan Jr.** "The Navy's commitment to a drug-free Navy will remain strong."

Every Sailor and officer is required to participate in random drug testing. Each

command must test a minimum of 10 percent of all personnel assigned each month and conduct one annual unit sweep.

However, most commands are leaning toward testing 20 percent of their command each month and conducting two annual unit sweeps.

Additionally, there are no waivers to the testing policy and each command must comply, whether deployed or not.

Effective tools are part of the formula leading to the Navy's zero tolerance policy success. Some of the Navy's strongest tools are abuse prevention courses.

Drug and Alcohol Program Management Activities (DAPMA), located in San Diego and Norfolk, provide abuse prevention courses to the fleet. The courses include personal responsibility and values education and training (PREVENT), alcohol drug abuse managers/supervisors (ADAMS) training, drug and alcohol program advisor (DAPA), urinalysis program coordinator (UPC) and Navy drug screening program (NDSP) training. These tools and resources are provided to help leaderships' deckplate efforts to eliminate drug abuse.

"I ask for your continued leadership in ridding our ranks of this menace called drug abuse," said Ryan.

For additional information or to obtain command specific training contact your respective DAPMA.

Commands located west of the Mississippi River and assigned to Pacific Fleet can reach DAPMA San Diego at DSN 522-4964. Commands east of the Mississippi River and assigned to Atlantic Fleet and European commands can reach DAPMA Norfolk at DSN 564-8190.


Additional information on Navy alcohol and drug abuse

S h i p m a t e s



Airman Apprentice Waheed Alam of USS Bataan (LHD 5) was recently awarded the Meritorious Service Medal for his work as a Pashtu translator aboard the helicopter assault ship during **Operation Enduring Freedom**. Originally from Pakistan, Alam's linguistic abilities allowed Marine and Special Operations field units to conduct hundreds of interviews and interrogations of Afghani citizens and Taliban/Al Qaeda suspects that provided a wealth of information and mitigated further terrorist attacks against U.S. and Allied interests.

prevention program is available at <http://navdweb.spawar.navy.mil>.

For more Chief of Naval Personnel news, go to www.news.navy.mil/local/cnp/. 

Story provided by Chief of Naval Personnel Public Affairs

New Agency Will Focus Priorities, Aid Response

President Bush said that his proposed Homeland Security Department would help the government focus resources to protect the nation and allow existing agencies to be more responsive.

Bush, speaking at the New York City Port Authority terminal in Port Elizabeth, N.J., recently said the government must do everything it can to protect innocent lives. He said the "cold-blooded killers" arrayed against the United States will strike again and the Homeland Security Department would aid in defending against another strike.

"We've got to focus our priorities," Bush said. "We've got to set clear goals. If cultures need to be changed within agencies, we'll change the cultures, because this new war of the 21st century requires a 100 percent focused effort to protect the homeland." Bush spoke at the terminal to highlight administration efforts to beef up security at seaports.

Under the Bush proposal, more than 100 agencies involved with aspects of homeland security will shift from their current agencies to the Cabinet-level department. If accepted, more than 160,000 federal workers will transfer to the new agency, including many of the people listening to the President at the terminal. The Homeland Security Department will include the Coast Guard, the Immigration and Naturalization Service, the Secret Service, the Customs Service, the Transportation Safety Administration and many others.

"It will make your jobs easier, for those of you involved with the agencies I'm talking about," Bush said of the new agency. "It will make our federal government more responsive. It will allow us to communicate better. It will allow all of you to

S h i p m a t e s



Master-at-Arms 1st Class Raymond E. Law III

was recently selected as the Naval Support Activity Gaeta, Italy, Sailor of the Year for 2001. During the initial

stages of **Operation Enduring Freedom**, the Enterprise, Ala., native was handpicked to serve as the command's security watch commander, a key position that placed him in charge of 21 Sailors and seven DOD civilian security personnel. Law also instructed 144 Gaeta family members on critical anti-terrorism and force protection measures.

"What I saw reflected in the faces of those young Sailors was a commitment to never forget," Warner said, of the Sailors on board **Cole** he met during a tour before the ceremony.

Clodfelter was visibly overwhelmed by the outpouring of support. "If it wasn't for the

186 other Sailors from all over Navy Region Southwest to take part in a special "all Navy" taping of the longest running game show in television history, "The Price is Right."

The show, entitled "The Price Is Right Salute to the U.S. Navy," was the first of five prime

Around the Fleet

make sure that the hard hours you're putting in are able to [better] secure the homeland."


A bipartisan group in Congress supports the idea. "I want to thank the members of Congress who understand that it's important to put their own personal turf aside," Bush said. "It's also important to put our political parties in the background as we focus on doing what's right for the country."

Bush stressed that while it is vital to protect the homeland, the best way to stop terrorists is to "chase the killers down wherever they think they can hide and bring them to justice."

"We're making progress," he told the crowd. "Sometimes you'll read about it, and sometimes you won't."

He said the U.S. military has performed brilliantly in Afghanistan and called for

land to learn more about the DOD role in homeland security.

Visit the DOD's "Defend America" Web site at www.defendamerica.mil for the latest news and information about America's response to the Sept. 11, 2001, terrorist attacks and the war against terrorism. 

Story by Jim Garamone, American Forces Press Service

Navy Seeks Blood Donors to Beef Up Summer Supply

Summer's here and chances are your calendar is filling with vacation and warm weather plans. But the Navy Blood Program hopes you'll find time to help members of the military com-

tion? Consider that each year, military blood donor centers need to collect 110,000 units of whole blood to meet the needs of the military community.

"The donations we receive help support DOD beneficiaries, as well as overseas commitments like **Operation Enduring Freedom**," said Libby.

Giving blood is simple and takes about an hour. Donors should be in good health, weigh at least 110 pounds and not have made a donation in the past 56 days. There is no maximum age limit for giving blood, but donors should be at least 17 years of age.

There are some additional restrictions for prospective donors who lived in Europe since 1980 as a precautionary measure against the spread of mad cow disease.


Service members, spouses, retirees and DOD civilian employees are all encouraged to give through the Navy Blood Program.

Donation centers are located at the following naval facilities:

- Armed Services Blood Donor Center, National Naval Medical Center Bethesda, Md.
- Navy Blood Donor Center, Naval Medical Center Portsmouth, Va.
- Navy Blood Donor Center, Naval Medical Center San Diego
- Navy Blood Donor Center, Naval Hospital Great Lakes, Ill.
- Navy Blood Donor Center, Naval Hospital Charleston, S.C.
- Armed Service Blood Bank Center, U.S. Naval Hospital Okinawa, Japan

- U.S. Navy Blood Donor Center, U.S. Naval Hospital Guam.

The centers also sponsor blood drives, visiting military and federal installations throughout the United States and overseas to make it convenient for donors to give. Watch for drive notices where you work.

For more Navy Medicine news, go to www.news.navy.mil/local/mednews. 

Story by Brian Badura, Bureau of Medicine and Surgery Public Affairs

SECNAV Environmental Award Winners Announced

The Secretary of the Navy (SECNAV) has announced the winners and runners-up for the SECNAV Environmental Awards competition for FY01. The awards recognize ships, installations and individuals or teams for exceptional environmental stewardship. The recipients are:

Natural Resources, Small Installation:

- **Navy** – Naval Air Station (NAS) Pensacola, Fla.; Runner-up – NAS Patuxent River, Md.
- **Marine Corps** – Marine Corps Base Hawaii; Runner-up – Marine Corps Air Station (MCAS) Beaufort, S.C.

Natural Resources, Individual/Team:

- **Navy** – Tamara S. Conkle, Navy Region Southwest, San Diego; Runner-up – Naval Undersea Warfare Center Division, Newport, R.I., / National Environmental Policy Act-Natural Resources (Team).
- **Marine Corps** – MCAS Beaufort, S.C., (Team).

Cultural Resources, Installation:

- **Navy** – Navy Region Mid-Atlantic, Norfolk
- **Marine Corps** – Marine Corps Base Camp LeJeune, N.C.; Runner-up – Marine Corps Base Camp Pendleton, Calif.

Environmental Quality, Non-industrial Installation:

- **Navy** – Naval Station Mayport, Fla.; Runner-up – Naval Submarine Base Kings Bay, Ga.
- **Marine Corps** – MCAS Yuma, Ariz.

Environmental Quality, Individual/Team:

- **Navy** – CDR Steve Markle, **Lewis and Clark (T-AKE)**-class Program.
- **Marine Corps** – Darrell H. Pittman, Marine Corps Recruit Depot Parris Island, S.C.; Runner-up – Marine Corps Station Cherry Point, N.C., (Team).

Environmental Quality, Overseas Installation:

- **Navy** – NAS Keflavik, Iceland; Runner-up – Naval Support Activity La Maddalena, Italy.
- **Marine Corps** – MCAS Iwakuni, Japan.

Environmental Quality, Overseas Individual/Team:

- **Navy** – Naval Air Facility Atsugi/Shinkampo, Japan, program.
- **Marine Corps** – MCAS Iwakuni, Japan (Team).

Environmental Quality, Large Ship:

- **USS George Washington (CVN 73)**; Runner-up – **USS Kearsarge (LHD 3)**

Environmental Quality, Small Ship:

- **USS Milius (DDG 69)**; Runners-up (tie) – **USS Thach (FFG 43)** and **USS Tortuga (LSD 46)**.

Pollution Prevention, Industrial Installation:

- **Navy** – NAS Brunswick, Maine.
- **Marine Corps** – Marine Logistics Base Barstow, Calif.; Runner-up – MCAS Cherry Point, N.C..

Shipmates

Aviation Antisubmarine Warfare Operator 2nd Class (AW/NAC) William Halling

of **USS Carl Vinson (CVN 70)**, was recently named Junior Sailor of the Year. The Perry, Iowa, native works with the tactical action officer in coordinating battle group assets and anti-submarine operations. Halling's job is to keep the carrier away from possibly hostile submarines by maintaining a tactical plot of the location of each potential enemy submarine.



Environmental Restoration, Installation:

- **Navy** – Naval Air Engineering Station Lakehurst, N.J.
- **Marine Corps** – Marine Corps Base Camp LeJeune, N.C.; Runner-up – MCAS Cherry Point, N.C.

Environmental Restoration, Individual/Team:


- **Navy** – Norfolk Naval Shipyard, Va., Installation Restoration Program (IRP) Partnering Team.
- **Marine Corps** – Marine Corps Base Camp Pendleton, Calif.; Runner-up – Marine Corps Recruit Depot Parris Island, S.C. (Team).

Environmental Excellence In Weapons System Acquisition:

- **Navy** – **Lewis and Clark (T-AKE)**-class program

This year's qualified SECNAV winners will compete in the DOD FY01 Environmental Awards Program.

For additional information about the SECNAV Environmental Awards, contact N45 public affairs at DSN 664-5426 or commercial (703) 604-5426.

For information on Navy environmental programs, go to www.navy.mil and select "Environment" on the site index. 

Story from the public affairs office, Navy Environmental Protection, Safety and Occupational Health Division (N45)

Shipmates



Killi, of the Security Department at Naval Station Rota, Spain,

was recently recognized for his work as a patrol/explosives detection dog. Along with his handler, **Master-at-Arms 2nd**

Class Gabriel Vasquez, Killi was tasked to travel to Romania for an explosives detection sweep in advance of a visit by Secretary of State Colin Powell. Killi, as well as other working dog teams from Rota, travel throughout Europe and help provide force protection.

Congress to quickly pass the FY03 Defense Budget Request. "[Congress doesn't] need to delay the defense bill in a time of war," he said. "They need to deliberate like they're supposed to and get it to my desk."

Visit the "DOD Homeland Security" Web site at www.defenselink.mil/specials/home-

munity by giving blood.

"The demand for blood is the same year round, but the donations tend to fall off during the summer months," said **LCDR (Dr.) Michael Libby**, deputy director of the Navy Blood Program at the Bureau of Medicine and Surgery.

How important is your dona-



THIS ISN'T AN EASY JOB," SAID BOATSWAIN'S MATE 2ND CLASS **Marlon Huff**, assistant deck leading petty officer aboard **USS Yorktown (CG 48)**. "You just have to expect to work."

It doesn't get any clearer than that. The bottom line is that the deck department is arguably the hardest working group of Sailors aboard any ship. As a matter of fact, you can see them laboring from sun up to sun down. No, make that sun up to sun up.

Their duties have them roving the outer shell of the ship at all hours, doing anything from swabbing the decks just after morning quarters, to being called away for flight quarters in the middle of the night.

And who is the Sailor who keeps this band of brothers' back from breaking? None other than the undesignated seaman.

A rookie of sorts and just like your favorite team's newcomer, this Sailor is assigned the jobs no one wants, and he or she doesn't have that big-dollar contract yet to make it all equal out.

So what keeps these Sailors going?

The fact of knowing that in today's Navy, like in that of the past, a hard charging Sailor with conviction and a strong work ethic will not be left behind; rather, will gain something a little different than those who have chosen a separate path. Unlike many other rates in the Navy, the folks in deck department truly gain a truly deep understanding and respect for the meaning of hard, physical work and what that does to a person's character and soul.

avy be without the undesignated seamen? Life on Deck: where would the Navy be without the undesignated seamen? where would the Navy

▲ **It's back-breaking work**, but it always seems a little easier when land is just a few feet away and liberty call will be called out at any time.

► **Like any undesignated seaman,** Ford works hard and has the hands to show it. He takes pride in his work ethic and the fact that he and his shipmates play a key role in the ship's mission.

It's not like they're working in rocket science – and they know that – but without their back-breaking, sweat-draining efforts, where would the ship be?

Most definitely, it would still be parked pier side, looking like some old tin can in a rusted out junkyard.

There's no way a true deck department Sailor would allow that to happen.

"The first thing people see when they come to the ship is the ship itself," said Huff. "And when they cross the quarter-deck, they see the hard work that deck division puts in, and that makes us feel proud."

So who is the person behind the broom; the junior Sailor on the aft watch lookout; the seaman who didn't really know what he was getting himself into when he crossed the brow to check aboard his first ship?

It's Sailors like **Seaman Recruit John Ford Jr.** who make up the spine of this department.

His story, like the many others who have come before him, is pretty common. He came from a small town, in his case

Lowndes County, Ala., and wanted to make something of his life.

He's no stranger to hard work. Before joining the Navy, he toiled in construction, framing houses for \$450 a week. Now he makes about

that much every two weeks, but then again, he is just a rookie on this team. With time, he'll work his way into a higher pay grade with more responsibility.

He's not at that old "9-to-5" job anymore either. Deck's days are a little longer; starting around 6 a.m., sometimes 4 a.m. if the ship movement requires it, and finishing ... well let's say they never really finish. Yeah, Ford will hit his rack

◀ **Ford will find** himself working at any time, day or night. It's not the old "9 to 5" job he was used to back home, but here, he has added responsibilities that his school friends will never have nor understand outside of the Navy.

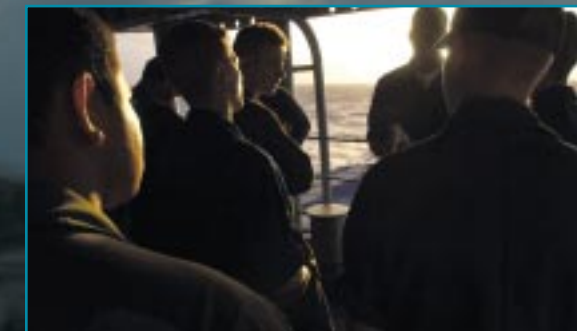
▼ **Unlike other departments** on the ship, deck gets to enjoy the sunrise during their morning quarters.

BMC (SW) Robin Abrahams, deck division leading chief petty officer.

"Something is always going on throughout lunch, dinner."

It's safe to say that life in the Navy and on a ship is a lot different than Ford thought it would be. "I thought we'd get eight hours of sleep a night, but I haven't seen eight hours since I was indoc."

Even though this job may sound like a major pain in the butt to some, for those in the thick of things, it's rewarding



knowing that being part of deck department means you are trained in many facets of the ship and can face anything the Navy can throw at you.

"I'm always hearing how we work in

in the evening, but if flight quarters are called away, he, along with the others in his department, must stand the watch. As everyone knows, the infamous Mr. Murphy is always around the corner, ready to make life a little more difficult.

"These guys haven't sat down to a full meal for the last four or five days," said

the heat and bad weather, and how it's unappealing work, but to me, that's what makes this job so challenging," said Huff. "If you are able to stick it out here in deck department, I believe you can make it anywhere. It shows what kind of person you really are."

This message is not lost on the newest

Why be without the undesignated seamen? Life on Deck: where would the Navy be without the undesignated seamen? where would the Navy be w

◀ **Like most sailors**, Ford, SA Chris Sansom, and SA Eric Leger take a short break from their morning duties to “shoot the breeze.”

▶ **It's all about attention** to detail; making sure every nook and cranny has been cleaned before the berthing inspections.

▶ **Ford waits** on the forecastle with the rest of deck department to commence sea and anchor detail.

players of the team either.

“I knew it was going to be hard work and all that, but it's not as hard as people said it was going to be,” said Ford. “It's not like a regular job where you can just quit,” he added. “Here, you have to gut it out at times.”

There are more than a few times when the undesignated seaman has to gut it out and just get the job done.

Most of them are more than capable.

A vast majority of the undesignated seamen community have begun planning their new careers and what rating to strike for thanks to the



strong leadership of those around them.

“I believe there is an advantage for the young Sailors who choose to come in undesignated and have a chance to see firsthand what the other jobs in the Navy do,” said Huff. “Going to school right out of boot camp and not having any other choice than the one made before joining

the Navy can make some folks a little disappointed with their job.

“For a guy who's looking to strike out of deck, the more he's qualified for looks better in front of the board. It's important to do your best and take advantage of every situation you are in so you can

Life on Deck: where would the Navy be without the undesignated seamen? where would the Navy be without the undesignated seamen?



continue to succeed throughout your career, whether it's in deck or not."

Everyone has been the low man in the shop and stuck with the unappealing jobs. Other than the port visits, the "cokin' and jokin'" throughout the day and the sea stories about their ships' missions, no one has fond memories of their time doing the grunt work.

After all, how many times do you remember writing home about compartment cleaning or laying non-skid. Rather, it's the exotic port visits, the fun times with friends and the added responsibilities the chief assigns to us as junior troops that makes us and our families proud.

"There is a lot of responsibility placed in the hands of a young 17 or 18 year-old," said Huff. "There are a lot of late nights and early mornings, especially underway, so it's important to be flexible. You could get called away at any moment for a man overboard or flight quarters, any time of the day or night, and if you're not prepared, you can either injure yourself or a shipmate."

Today's seamen seem to have what it takes to accept these responsibilities and take care of business. They are goal oriented and prepared to face the hard work head-on in order to succeed.

"The difference between me and Ford is that he knows early on what he wants to do. Because of that, he is able to work toward his goal much easier," said Huff. "Today's younger recruits seem to have that direction a little more than when I was in their shoes," he added. "[If a Sailor] knows what he wants, it makes my job easier helping out with his goals."

And that's what it's all about. Molding and developing young troops into productive, happy Sailors, who will turn around and lend a hand to the next generation of undesignated seamen in Tomorrow's Navy, because they served in their deck shoes today.

"You've got to be proud of what you're doing," said Ford. "We're protecting people's freedom and most people don't really know what we're doing other than that." ■

Keres is a photojournalist assigned to All Hands

designated seamen? Life on Deck: where would the Navy be without the undesignated seamen? where would the Navy be without the undesignated

▲ **The hours may be long** and at times the work may be difficult, but for Ford, and the many other deck Sailors like him, it's all worth it in the long run.

▼ **With crew members' cameras ablaze, USS Donald Cook (DDG 75) makes a close pass by USS Mount Whitney (LCC/JCC 20).** Both Norfolk-based ships were some 1,600 miles east of Florida, en route to Kiel, Germany.



Photo by JOC(SW) Robert Benson

NATO and Partnership for Peace Countries Participate in Exercise *Strong Resolve*

Building a
Strong Alliance

Story by CDR John Kirby



◀ **As seen through the eyes** of a remotely-mounted tail camera, *Mount Whitney's* (LCC 20), SH-3 Sea King, helicopter makes an approach to the flagship in the waters off Germany.

▶ **A Swedish sailor** stands watch while his ship is at port in Swinoujscie, Poland.

▼ **Swedish marines** demonstrate an amphibious landing using one of the most modern fast attack boats to date, the combat boat 90H, after offloading from *USS Tortuga* (LSD 46).



Photo by PH3 George Sisting

Exercise *Strong Resolve* 2002, one of the largest NATO exercises in the last decade, brought together more than 33,000 military personnel from 26 NATO and Partnership for Peace (PFP) nations. The exercise demonstrated NATO's ability to handle two simultaneous crises in separate geographical regions. In Poland and in the Baltic Sea, forces dealt with a crisis response operation (CRO), and in Norway, the scenario featured forces encountering a NATO Article Five collective defense mission.

Commander, Striking Fleet Atlantic (CSFL), commanded by **VADM Cutler Dawson**, led the CRO portion, with more than 15,000 service members participating. CSFL was embarked in the flagship *USS Mount Whitney* (LCC/JCC 20) to operate as a sea-based Combined Joint Task Force (CJTF) headquarters platform.

"What we planned to do in *Strong Resolve* was to exercise NATO's ability to conduct two very different operations simultaneously," Dawson said. "These operations encompassed the full spec-



Photo by PH3 George Sisting

◀ **The Polish flag** flies from the stern of a minesweeper, while the rest of the ships of the multinational NATO minesweeping force are seen in the background.



Photo by PH1 Tina M. Ackerman



Photo by PH1 Tina Ackerman

trum of NATO military missions. We also set out to implement and validate NATO’s afloat CJTF capability,” Dawson said. “We were successful on all counts, and I think all participants enjoyed a tremendous learning experience.”

In addition to *Mount Whitney*, other Norfolk-based U.S. naval units participating in the exercise included Commander, Destroyer Squadron 22, *USS Donald Cook* (DDG 75), *USS Oscar Austin* (DDG 79), *USS Briscoe* (DDG 977), *USS Hawes* (FFG 53) and *USS Tortuga* (LSD 46). The experimental vessel HSV (High-Speed Vessel) *Joint Venture* participated in the exercise as well.

Strong Resolve exercises are held every four years and constitute the capstone in NATO’s four-year training cycle. The next few pages contain a visual glimpse of how an exercise of this magnitude transpires. **S**

Kirby is the public affairs officer, Commander, 2nd Fleet/Striking Fleet Atlantic, Norfolk.



Photo by PH3 George Sisting

- ◀ **Belgian marine paratroopers** jump from a C-130 onto a field in Nowa Wies, Poland.
- ▶ **OS2(SW) Frank Joseph** talks with other NATO units in the Joint Operation Center (JOC). The JOC is the communications headquarters aboard *USS Mount Whitney* (LCC 20), the sea-based command and control flagship.
- ▼ **An Austrian tank-gunner** awaits the order to begin live-fire training during the Austrian 4th Infantry Brigade’s main battle tank operations during the *Operation Crisis Response*.



Photo by JOC(SW) Robert Benson

- ▶ **Fire investigators** enter a berthing space on *USS Briscoe* (DD 977) during a general quarters drill.



Photo by JO1 Kevin Elliott

FIVE SIDES OF TERROR:

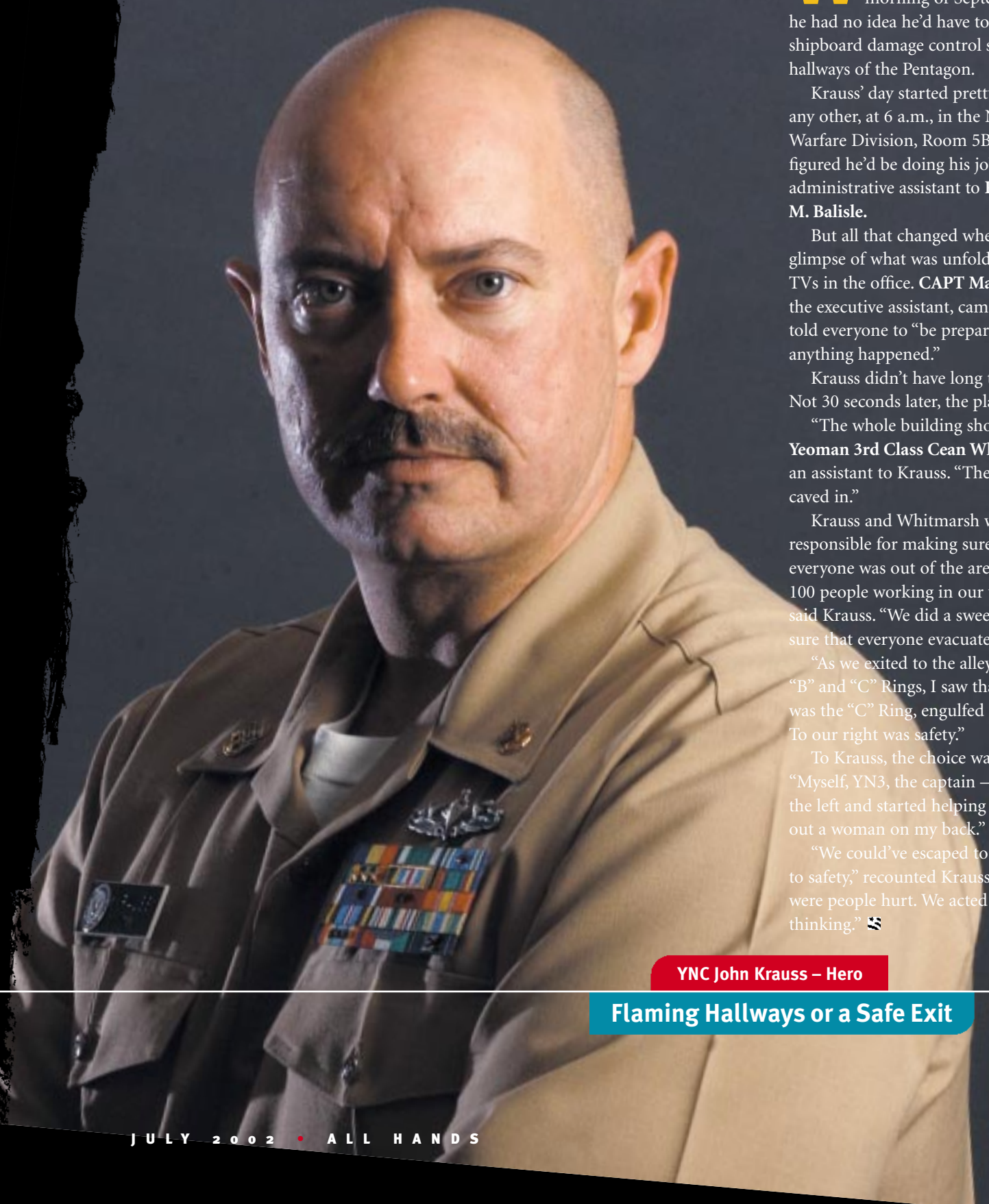


PENTAGON SAILORS OF 9/11

WHILE MOST OF THE COUNTRY WATCHED THE WORLD TRADE CENTER, the TV replays of the terrorist attacks on the Pentagon and Sailors stationed in the Pentagon found the horror right at their doorstep.

Pentagon Sailors found out firsthand what their shipmates on USS *Cole* (DDG 67) went through almost a year prior: a shocking, unexpected, vicious terrorist attack. In the aftermath of both attacks, Sailors dropped what they were doing to help others or escape. Many stories have surfaced from actions that day and shortly thereafter.

Space limitations allow *All Hands* to tell only a few of the stories, so read on; we'll introduce you to some of the Sailors of 9/11:



When Chief Yeoman (SW) John Krauss reported to work the morning of September 11th, he had no idea he'd have to call upon his shipboard damage control skills in the hallways of the Pentagon.

Krauss' day started pretty much like any other, at 6 a.m., in the Navy's Surface Warfare Division, Room 5B453. He figured he'd be doing his job as an administrative assistant to RADM Phillip M. Balisle.

But all that changed when he caught a glimpse of what was unfolding on the TVs in the office. CAPT Mark Kosnik, the executive assistant, came out and told everyone to "be prepared in case anything happened."


Krauss didn't have long to wait. Not 30 seconds later, the plane hit.

"The whole building shook," recalled Yeoman 3rd Class Cean Whitmarsh, an assistant to Krauss. "Then the ceiling caved in."

Krauss and Whitmarsh were both responsible for making sure that everyone was out of the area. "We have 100 people working in our wedge," said Krauss. "We did a sweep to make sure that everyone evacuated."

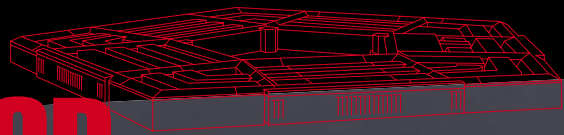
"As we exited to the alley between "B" and "C" Rings, I saw that to our left was the "C" Ring, engulfed in flames. To our right was safety."

To Krauss, the choice was obvious. "Myself, YN3, the captain — we went to the left and started helping out. I carried out a woman on my back."

"We could've escaped to center court to safety," recounted Krauss. "But there were people hurt. We acted without thinking." 

YNC John Krauss — Hero

Flaming Hallways or a Safe Exit



TERROR: PENTAGON SAILORS OF 9/11



TV was airing the news in the physical therapy department of the Pentagon's DiLorenzo **Tricare** Health clinic. The second plane had just hit the World Trade Center.

"It looks like you guys are going to be hopping today," said **Hospital Corpsman 2nd Class Theresa Somers**, as she was treating a patient who happened to be a member of the Joint Staff.

Little did she know that she would soon be hopping as well.

"We were a little on edge, not knowing what was going on," recalled Somers. "So we continued to watch the news in the clinic."

After safely making their way across a pedestrian bridge, past the entrance and to a small grassy area, they finally saw the full scope of what was going on.

One of the physical therapy techs had run back into the clinic and returned with the blue vests designating members of the mass casualty team. Somers put hers on.

That's when Somers and her team went from being physical therapists to being emergency medics and field corpsmen.

She was about to start treating patients on the field when calls started

Also lying about were emergency bags and medical kits.

"I just grabbed a pair of gloves and applied direct pressure to one of the victims who was brought out," said Somers.

After treating that patient, she came across a physical therapy patient she knew and looked over his burns. Then she noticed someone sitting in the grass.

HM2 Theresa Somers – First responder

Physical Therapy Tech to Emergency Medic, in No Time Flat

It wasn't long before one of the staff came in with the warning to "evacuate the building!"

"So we gathered our patients and bags and headed out to North Parking," Somers said.

As they passed another TV, they found out why.

"Pentagon Attacked" screamed the caption on the news under an image of smoke streaming from the Pentagon.

"We could tell this was something big, as the whole building was leaving," said Somers. "That doesn't usually happen with drills."

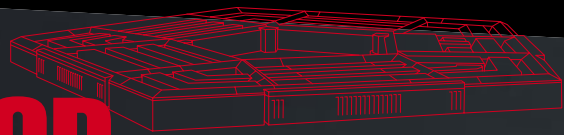
coming through on their radios for medical assistance in center court. Somers and four others from the clinic took off running, back into the smoking Pentagon.

"She just put on her vest and ran back into the building as the masses were leaving," said **LTJG Alejandro Mata**, assistant chief of physical therapy at the clinic. "She did that without thinking about her own safety."

Center court was now a mass casualty scene, with injured personnel streaming out of Corridors 3 and 4 and wounded lying everywhere.

"He was just sitting there with an I.V. stuck in his arm," remembered Somers. "From the front, his clothes looked torn. When I walked by him and turned around, I'll never forget what I saw. His clothes and hair were completely burnt off him. I guess sitting on the grass was the most comfortable position for him."

"If there was one saving grace, it's that the new wedge (of the Pentagon) was new and not everyone had moved in yet. Otherwise there could've been deaths in the thousands, worse than the World Trade Center." **S**



“Our hearts are tied up in service. That’s what our calling is about,” said **Chaplain (LCDR) Mark**

Kendricks, a staff chaplain serving at the Navy Annex, a large, mostly Navy-occupied building just up the hill from the Pentagon. “Whatever that means, that’s what we’re willing to do.”

Kendricks figured he’d be spending his Tuesday afternoon doing his routine things, like holding devotions in the chaplain’s conference room, and advising his boss, the Navy’s Chief of Chaplains, **Chaplain (RADM) Barry C. Black**.

That all changed when the TV showed the news from New York City.

Chaplain (LCDR) Dale White, another staff chaplain from the annex, caught the news elsewhere in the D.C. area and rushed back, figuring no one else would know what was going on.

White recalled, after gathering all the chaplains with **Chaplain (RADM) Louis Iasiello**, the deputy Chief of Chaplains they saw the second plane hit on the news. We then turned off the television and we prayed for the people of New York and the people on those planes,” he said.

Then it was the Pentagon’s turn, as a low-flying airliner roared a few hundred feet directly above the annex on its way to smash into the Pentagon’s newly renovated Wedge One.

When the plane hit, alarms in the annex sounded.

“We all just kind of bolted out the back here,” said White.

“When the call came for volunteers, we went down there, hundreds of us (from the annex),” said **Chaplain (RADM) Darold Bigger**, deputy Chief of Chaplains for Total

Force. “The chaplains who were there joined medical teams who were already forming to treat and minister to the wounded. We stayed there for several hours. There were more than 30 chaplains there, Army, Navy, Air Force. I coordinated those people’s work for the next 24 hours.”

“I remember seeing people on the lawn, alone and watching,” recalled White. “I would sit next to them and see how they are doing. These are very young Sailors and Marines. You could just see they were sitting in desperation on the lawn. Initially, as we all gathered in the parking lot, the natural thing for us was to try to see what we could do to help.”

Kendricks said, “There were times when we were standing there in line, with gloves and masks, ready to go into the building as part of the stretcher teams to bring people out. We put on fire-fighting gear, but they said the fire was too hot.”

“We didn’t get to see many wounded,” added Kendricks. “Those that were coming out were taken right away by helicopter.”

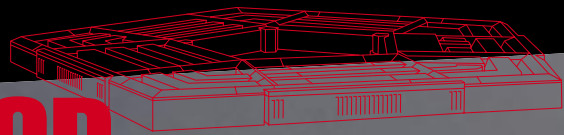
The chaplains were eventually recalled back to the Pentagon for other, more pressing duties, serving with CACOs (casualty assistance calls officers). They had the unenviable task of accompanying the CACO and offering pastoral comfort and support to family members.

“Investing in the lives of people is what we do,” noted Kendricks. “We didn’t know it would mean going and helping and being a part of the Pentagon that had being hit by a civilian airliner; or

the CACO calling; [or] the counselings that would come. It’s because we care about people and we love people. Doing staff work doesn’t separate us from our calling and our desire to invest in the lives of people.”

Mark Kendricks & Dale White – Chaplains

Comfort from Above



PENTAGON SAILORS OF 9/11

Yeoman 1st Class (SW) Melissa A. Barnes had taken the morning off to register her son for first grade. Her new assignment at the Pentagon, in the office of Naval Training and Education (N79), made her a bit uneasy. She was a little nervous about working in DOD's largest office building.

When she arrived at work that day, her office was mysteriously empty. Strange, it was already 9:30 a.m. She quickly discovered everyone huddled around the TV in Dr. Allen Zeman's office down the hall. Zeman is the director of Naval Training and Education.

It turned out the World Trade Center had been hit while she was on the Metro, and everyone in the office was standing there watching.

Then the terrorist's attack found them.

A sound, described by some as a "sickening swoosh," was heard. Then the floor buckled, and a fire-ball flew past the window.

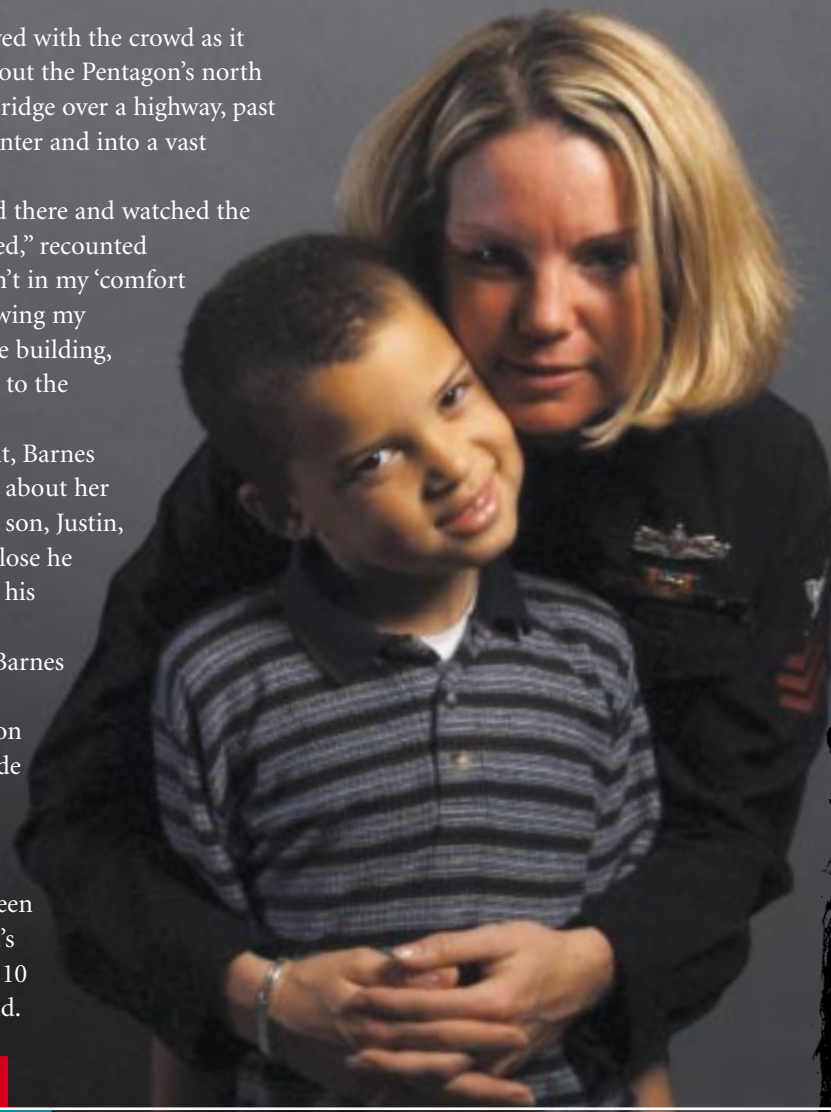
Everyone dove for cover. Someone screamed, "Oh my God! The terrorists are here!" As the office began to fill with smoke, they ran out.

Barnes moved with the crowd as it brought them out the Pentagon's north side, across a bridge over a highway, past the day care center and into a vast parking lot.

"I just stood there and watched the smoke and cried," recounted Barnes. "I wasn't in my 'comfort zone,' not knowing my way around the building, and being new to the D.C. area."

At this point, Barnes began to think about her seven-year-old son, Justin, and just how close he came to losing his mother.

Days later, Barnes observed the damaged section from the outside and realized just how close she was to the impact. "Eighteen windows. That's about eight or 10 offices," she said.



YN1(SW) Melissa Barnes – Survivor

Eighteen Windows from Death

The staff made their way out into one of the Pentagon's massive hallways. Another yeoman looked to the left and saw the black smoke rapidly expanding like a wave and closing in their direction.

"When she looked back at me, it was a look of pure terror," said Barnes. "At that point, I knew we had to get out of there."

The occupants of the office, along with several others, hustled their way from the "E" Ring; the suffocating black smoke licking at their heels.

To make matters worse, Barnes has the same first and last name as one of the fatalities, **Yeoman 2nd Class Melissa Rose Barnes**, which made for a lot of misunderstanding.

"People were sending their condolences to my family, and my pay records were all confused for a while, because people thought it was me."

Barnes said her son would think back to 9/11 and occasionally ask her, "If another plane hits the Pentagon

and you're killed, who'll pick me up from school?"

She explained to him how some relatives who live nearby could get him if something happened, but Barnes really needed to try and calm his fears.

"I try to put it in words he can understand," she remembered. "I just tell him that the Pentagon has good security and there are people out there protecting us." **SH**

“We all thought we were going to die,” recalled **Intelligence Specialist**

Seaman Sarah Cole about what she and her co-workers thought would certainly be the end. "And every time after I said that, I was surprised that I was still there."

Her office at the Pentagon, Chief of Naval Operations/Intelligence Plot, was on the first floor of the Pentagon's "D" Ring (the second outermost ring), in the direct path of the hijacked airliner, which stopped just yards from her office.

"My mom was watching the news and figured, 'What are the odds? It's such a big building.' My parents were in shock when they found out that out of all the rooms in the Pentagon, I was right there."

The impact blew out the wall in front of her and threw a metal filing cabinet against her body, leaving her with an inch-and-a-half gash in her left shoulder and a mild concussion.

You'd think that would be enough to crush Cole, who only weighs about 120

pounds, almost the same as the filing cabinet that slammed into her, but it didn't. The force of the crash blew her and several others completely out of the office. Dazed, she was led to a safer location.

Amazingly, she was recovered her wits and, despite her own injuries, found she was able to assist in the initial rescue efforts.

"I didn't even realize I was hurt for most of the day," said Cole. She spent the first part of 9/11 in the smoky air between the Pentagon's "C" and "D" Rings, helping other workers jump out



Intelligence Specialist Seaman Sarah Cole – Wounded

She Lived to Tell

of windows, searching for fire extinguishers to fight the blaze, and yelling into the building to see if anyone was there.

"I appreciate things more now," Cole mused, having cheated death when so many others, including seven in her office, died in the attack. "You never know. [Death] doesn't always have to be planned, like if you're sick or something."

Although she considers herself pretty much back to normal these days, both

physically and mentally, except for an occasional soreness in her left shoulder, she still feels the impact of that day whenever she hears a noise, like the tapping of a hammer coming from the opposite side of the wall. "Those things still make me jump." **SH**

Gunder is a photojournalist assigned to All Hands

“Attention Ship’s Store Shoppers”

It’s a space that’s only about 10 feet by 15 feet, smack in the middle of the ship, but it’s filled with all of the items necessary to keep a crew happy until they pull into the next port. At least that’s the goal of Ship’s Serviceman 3rd Class Johnathan Garcia, ship store operator aboard USS *Yorktown* (CG 48).

“I’m there to make sure the customers have what they need while underway,” said Garcia. “In a way I think it helps boost the morale too.”

It’s Garcia’s job to ensure there are enough sports drinks and water in the chiller, and enough bars of soap and shampoo on the shelves to keep the crew clean and happy.

“I’m right here actually providing for the crew, and to me, I feel I’m helping them a lot more on a daily basis in my own way,” said Garcia. “It makes me feel good inside knowing I’m providing [for Sailor’s needs].”

With so many different people aboard this U.S. warship, there are bound to be some unhappy campers who aren’t pleased with the selection of goods on the shelves. But that doesn’t faze Garcia and his mission. He strives to make the crew happy as a whole, and if he can, stock the specialty items for the smaller numbers who may desire such products.

“There are a lot of different individuals, and

everyone wants different things, but we try to make everyone happy,” added the two and a half year veteran.

A look at the numbers will show that Garcia, who stocks everything from uniform items to breath mints, must be doing something right. His registers ring up more than \$1,200 a day by selling more than 1,140 bottles of sports drinks and 200 peanut and caramel bars a week, among other things.

Now granted, it’s not your typical corner convenience store, where the hot dogs roll endlessly under the heat lamp until they petrify, and the “slushie” machine in the back dishes out oversized cups of “blueberry mountain,” but for the most part, it gets the job done. Garcia is able to wake up in the morning knowing he is about to begin a day that will make the life of his shipmates a little easier.

“I love my job and being able to provide for the crew,” said Garcia. “I like being able to interact with them on a daily basis.”

Keres is a photojournalist assigned to All Hands.

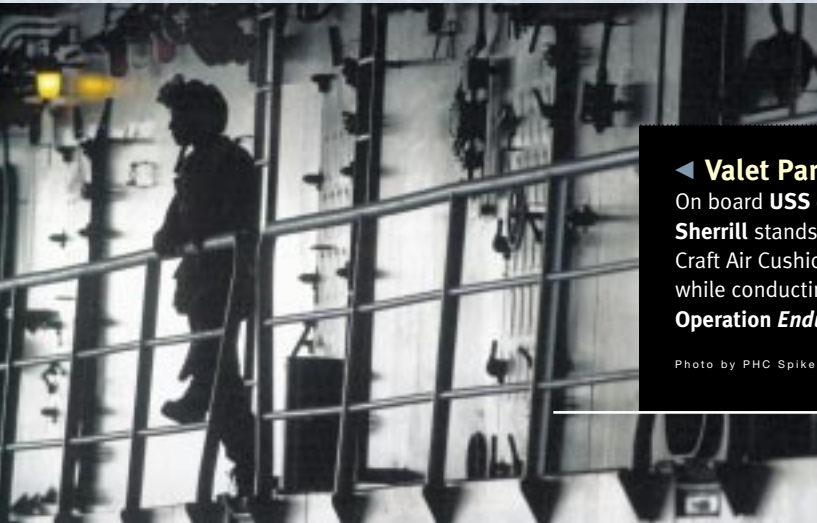
Eye on the Fleet

Eye on the Fleet is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **high impact**, quality photography from **Sailors** in the fleet to showcase the American Sailor in **action**.



◀ **Hornet Homecoming**
An **F/A-18 Hornet** approaches the flight deck of **USS John C. Stennis**, while deployed with **Carrier Air Wing 9** in support of **Operation Enduring Freedom**.

Photo by PHAN Tina Lamb



◀ **Valet Parking**
On board **USS Oak Hill (LSD 51)**, **SN Jamaal Sherrill** stands by to guide another Landing Craft Air Cushion (LCAC) into the well deck, while conducting missions in support of **Operation Enduring Freedom**.

Photo by PHC Spike Call

Turbo Taxi ▼
SEAL Team 5 members from Guam and Philippine **Naval Special Warfare Unit (NSWU) 6**, transit to an area of Basilan Island to transport military personnel assisting in the off load of Marines and heavy equipment supporting a construction exercise during **Operation Enduring Freedom**.

Photo by PH2 Andrew Meyers

Up, Up & Away! ▶
Members of **Explosive Ordnance Disposal Mobile Unit (EODMU) 2** leave the deck of **USS George Washington** while participating in a Special Insertion and Extraction (SPIE) rig exercises with **Helicopter Anti-Submarine Squadron (HS) 15**, during integrated training operations off the coast of Puerto Rico.

Photo by JO2 David Valdez



Daddy's Home ▶
SH2 John Llewellyn, assigned to **USS Ross (DDG 71)**, meets his newborn daughter for the first time. Llewellyn returned from a six-month deployment to the Middle East, where **Ross** conducted missions in support of **Operation Enduring Freedom** as part of **USS Theodore Roosevelt's (CVN 71)** Battle Group.

Photo by PH2 Michael Sandberg



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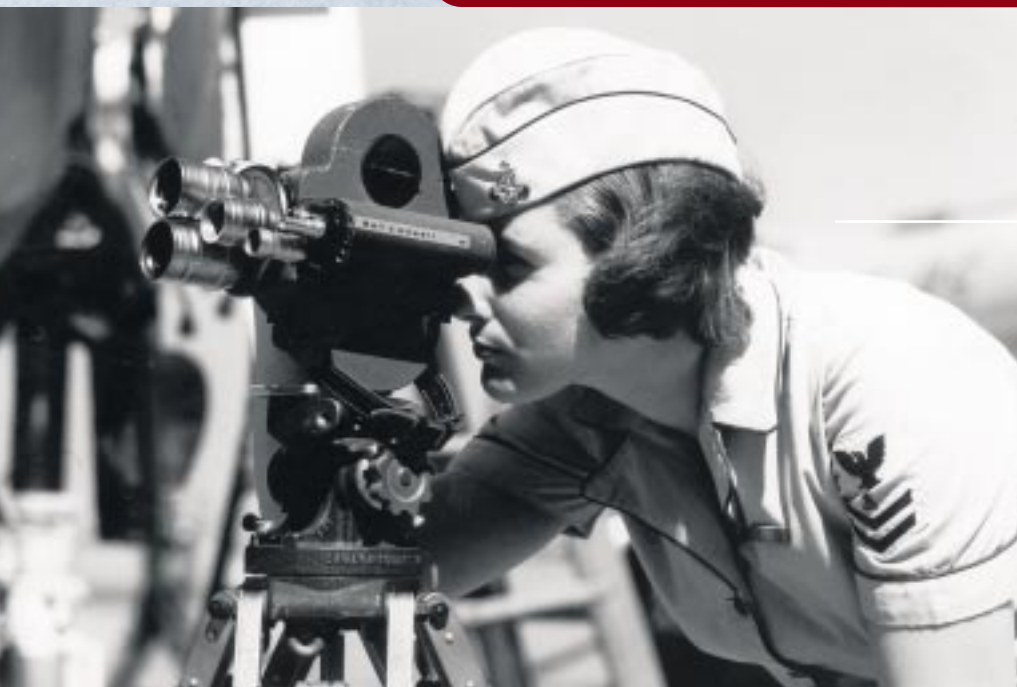
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Eye on History

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◀ **1968**
PH2 **Carol Cline** shoots some film of aircraft at the Naval Air Station in Norfolk.



◀ **1950**
At the Naval Air Technical Training Center, Memphis, Tenn., **SA Frances Blair** stands by with a fire extinguisher and gives the "ready to start the engine" sign to **SA June Barker**.

U.S. Navy Photos Courtesy of the Naval Historical Center

1943 ▶
At Naval Air Station, Jacksonville, Fla., **AD3 Violet Falkum** turns over the Pratt and Whitney R-1340 radial engine of a SNJ-4 training plane.



◀ **1989**
HN Patricia Asvec gives a Filipino villager a shot of novocain prior to a tooth extraction during a 7th Fleet medical civic action program.

Photo by PH1 Ted Salois

1918 ▶
YN1(F) Joy Bright served in the office of the Naval Superintendent of Construction at the New York Shipbuilding Corporation, Camden, N.J. After a Navy career that spanned 35 years, culminating in the position of director of the WAVES, she retired as a captain in 1953.



The Final Word



T H E S A I L O R S C R E E D

- ★ I am a United States Sailor ★ I will support and defend the Constitution of the United States of America and I will obey the orders of those appointed over me ★ I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world ★ I proudly serve my country's Navy combat team with Honor, Courage and Commitment ★ I am committed to excellence and the fair treatment of all. ★



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